

AUTO CHASERS OVERPEACH LONG DESERT TRIP

Battered Machine Arrives in
Peach Springs, Arizona.

STRENUOUS TIMES GETTING
ACROSS THE COLORADO

Peach Springs, Arizona, Dec. 18.—With smashed mudguards, twisted steering gear and broken lamps, the transcontinental automobile, the Reo Mountaineer of New York pulled into Peach Springs, showing only too plainly the fierce battle put up by machine and men in being the first automobile to cross the Great American Desert. Its crew, Percy F. McGargel and William C. Vaughan of Los Angeles, were fast asleep within an hour after their arrival, completely fagged out by their labors.

The desert has always been regarded as safe from the intrusions of automobiles as all who have attempted it before have been obliged to turn back, some of them on foot, leaving their machines to be towed in or loaded on flat cars where abandoned. Whether it is machine or crew that is responsible for the success of the Reo in an undertaking in which so many have failed will probably never be known, but both were made welcome by the inhabitants of Peach Springs, the majority of whom could hardly believe their eyes when the "put" piff of the Mountaineer was heard miles out on the desert, coming nearer and nearer, until the gallant little car rounded into the main street of the town. Word had been received some days ago of the proposed crossing of the desert by the New Yorkers, but the majority of the townsmen, who have heard of the success of the Reo in the past, had not believed it possible for a machine which never came, put little faith in the newspaper dispatches.

The battered appearance of the Reo Mountaineer is not due to the seven thousand miles it has already traveled through twelve states and territories, but to a bad upset and roll down a steep precipice some miles out of Los Angeles, that all but put machine and crew out of the running. The little car was bowling along at a fifteen-mile an hour clip when a very sharp curve suddenly loomed up. Ordinarily it could have been rounded in safety, but the treacherous sand gave way beneath the wheels and car and occupants were sent hurtling down into the depths below. Fortunately the crew had a start of the car and they held their distance all the way down to the bottom, otherwise the cruise of the Mountaineer would have ended right there and then. Despite the terrible tumble, the car was little the worse for its fall, and after several inches of black court plaster had been used to patch up the crew where they had hit the high places in going down, the machine was ready to start again. The Reo was once more followed, the car having been designed to the top of the "difficult" wheel and cable, carried for just such emergencies.

All day Friday the Reo Mountaineer battled against the fury of a desert sand storm, that piled the sand high in places and hid the road from the eyes of the driver. The sand was completely hidden from view and the sand plains were as dark as night. The wind kept increasing all day and the fine sand and pebbles driven before the gale stung the faces of the travelers and they were in agony. Through it all the little sixteen-horse power car struggled bravely, and that night eighty-five miles had been covered through the storm. All day Sunday was spent in getting across the Colorado river, between California and Arizona. There was no ferry boat, and, as a last resort, the Reo Mountaineer was loaded onto a row boat and poled across the rapids by Indians. Several times the boat was hoisted and nearly upset, but the Arizona bank was eventually reached, and after several hours of tugging at windlass and cable, the automobile was hoisted to the top of the bank and proceeded eastward. An effort is being made by McGargel to have his car in New York City in time for the automobile show in January. A stop will be made at Albuquerque.

Costliest Canal in the World.
Some of the people still associate the Erie canal with a mule. They regard the Erie canal as antiquated. They estimate that a mule can walk from Albany to Buffalo in four days. They know that a freight train can run between the two cities all in the same day. These erring citizens forget the steam coasters. It was by steam coasters that the Erie canal was built. The Erie canal, known officially as the Erie 1,000-ton barge canal. The people's vote stipulated, however, that not more than \$10,000,000 was to be appropriated in each two years of time. The first two years expired on the day of November just passed. On that day \$7,000,000 had been spent. The remaining \$3,000,000 of the first \$10,000,000 is to be spent before the opening of this winter's session of the state legislature. That the Erie canal is to be asked to authorize the expenditure of a second \$10,000,000. Such is the present status of affairs in the building of the \$101,000,000 canal, which will give cheaper transportation to the seaboard the people of New York, and which will benefit the people of New York state in ways that I shall particularize presently.

What does \$101,000,000 mean? It means that the new Erie canal is to be the most costly artificial waterway in the world. It means that the Erie canal is to cost \$1,000,000 more than the one at Suez. It means that the Erie canal is to cost more than the Erie canal as much as the \$800-million ship canal on earth in point of tonnage. It means that the Erie canal is to cost more than the Manchester ship canal, which cost a trifle of \$75,000,000. It means that the Erie 1,000-ton barge canal is to cost even more than the world's most colossal engineering feat—the Panama canal. It means that \$52,000,000 spent in the past, and \$49,000,000 spent in the last decade must be added to the \$101,000,000; and hence that the new Erie canal, when finished in 1913, will have cost, old and new, a matter of \$161,000,000, or some \$11,000,000 more than the estimate—or "guesstimate"—of the total cost of building Uncle Sam's Panama canal—Lentile's Weekly.

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FOUR SINGLES OVERPEACH LONG DESERT TRIP

More Hangings Than in Any
Other City in America.

JUDGE PARKER HAS SENTENCED
150 MEN TO THE GALLOWS

The bloodiest record of legal executions ever known was that of Fort Smith, Ark., up to September 1, 1896. In just twenty years ninety-nine men were hanged in that little town, and they were regarded as the worst characters the west ever had. One judge sentenced all of them. Besides these he sentenced fifty-three others who escaped the death penalty from various reasons. He sat in the trial of 354 men charged with murder. He was so stern in his handling of the desperate men who overran the Indian Territory from 1875 to 1896 that he became known everywhere as "the man without a heart."

This man, whose record is preserved in the department of justice in this city, was Judge Isaac C. Parker, of the district of Arkansas. He went to Fort Smith in 1875 to sit in the cases arising in the Indian Territory, at that time infested with the hardest, toughest men, and the worst women the west ever knew. Nothing but the sternest law, rigidly enforced by the government of the United States, had the least effect upon them. Congress had provided that all cases from the territory should be tried at Fort Smith. This arrangement continued until September 1, 1896, when congress gave jurisdiction over Indian Territory cases to various judicial districts created within the territory.

Judge Parker was sensitive to the general belief that he was so strict as to be inhuman in his lack of sympathy, and there was no doubt that he was misrepresented. He was a most kindly hearted man, but he knew that it was the rigid application of law that would ultimately conquer and subdue the lawless element that held sway in that portion of the southwest.

Speaking of the more than 150 men he had sentenced to the gallows during his judicial life at Fort Smith, Judge Parker said:

"People have said to me: 'You are the judge who hung so many men.' But my answer has been: 'It is not I who have hung them. It is the law. I never hung a man.' People who say I am cruel do not understand how I am situated. I am the most misrepresented of men. The terrible record of the record I have made. I believe it has checked a flood of crime. 'I think the courts of the country are somewhat to blame for the thousands of murders yearly committed. In the past five years (he was talking in 1896) 43,960 persons have been murdered in this country. This fearful condition does not exist because our laws are defective. We have the most magnificent legal system in the world. The trouble is that the bench looks to the shadow in the shape of technicalities, instead of to the substance in the form of crime. There is too much technicality. 'Yes, they say I am cruel, but they forget that for years I have had to contend with the crimes of the worst kind of ruffians, the united States never had. They were brutes or demons, in human form. The crimes were deliberately planned and fiendishly executed. They were men of the most hardened character, oblivious to decency, honor and honesty. In my jurisdiction alone sixty-five United States marshals have been murdered while attending to their duties. Wilson, who was connected with the Star gang, a man who boasted that he had killed twenty-nine people, was one of the men I sentenced to hang. It was no cruelty to do this, in view of his record. 'One of the early cases that came before me was that of a young Chatanooga physician who moved west with his young wife and located in the Arkansas mountains. Two negroes, who haunted the neighborhood, waylaid the doctor and tied him to a tree, leaving him there to starve. He could not free himself and died there. The villains then went to the little home among the fir trees where the young wife was anxiously waiting the return of her husband, and told her that he had fallen from a boulder high up among the mountains and had broken his leg. She went with them and to her death, for they killed her and her husband. Months afterward her skeleton was found. One of the murderers boasted of his crime and was soon captured. 'Judge Parker, condemned in unmeasured terms the maudlin sentimentality that leads women to carry flowers and jewelry to such advertised criminals. 'These ladies mean well,' he said. 'There is no doubt of that. But what mistaken goodness. Back of the sentimentality are the motives of sincere piety and charity, sadly misdirected. They see the convict alone, perhaps kind in the way of the forget the crime perpetrated. There is too much of this kind of thing all over the country.'

Judge Parker's court held sessions lasting from 8 o'clock in the morning until dark. There was so much criminal business the court had to work overtime. The jailer and hangman were naturally busy men. The jailer was J. D. Berry, a brother of United States Senator Berry of Arkansas. The hangman was George Lawson, a deputy marshal. Between the two they had hanged hundreds of yards of rope for executions and knew the kind of work they were doing was a work without breaking. 'We buy ropes that are ropes,' said Jailer Berry. 'Those officers who try to hang men and let the rope break from the trap-fall ought to be indicted. It is their business to see that the ropes are strong enough, and the only way they can do it is by testing them with dummies as we do. We don't run any risks. The ropes are softened with linseed oil before being used on a man, in addition to the tests they get from all over the United States for pieces of rope we have hanged men with and pieces of the gallows on which they are stretched. We can't oblige all these people and do not try, because no man is made any better by handling such objects.'

George Lawson, the Fort Smith hangman, has pulled the iron pin that dropped nearly one hundred men to death. He was known far and wide as the coolest man that ever pulled a trigger from under a criminal. He said that the first time he did it he dreamed about the dying man for weeks afterward, but he soon got over that and cared nothing for anything in putting away the hardened characters sentenced at Fort Smith. He really thought he was doing them a favor. He had hanged five men at one time and never flinched as they shot through the trap and struggled a few minutes until relieved by unconsciousness. It was Lawson who pulled the trigger on the Buck gang, the toughest set of men in the southwest. Five of them were strung up at one time. They were part Indian and their leader was Rufe Buck. Nobody knows how many men they did kill or how many robberies they committed.

SLAVO'S ENCOUNTER NOW BEFORE THE DISTRICT COURT

CASE OF ASSAULT ON DIMAS
TAKES UP MOST OF DAY

The case of the Territory of New Mexico vs. Esalvio Vigil, superintendent of public instruction of Bernalillo county, charged with assault with intent to kill, occupied the entire day in the district court yesterday. The evidence for the prosecution is all in and the defense. The case will be concluded sometime today.

Esalvio is charged with having assaulted one Abraham Dimas with a heavy quilt on June 20th, 1904 and severely beating him, inflicting several abrasions of the scalp. The case has been brought to the attention of the last two grand juries and it was only at the last term that a true bill was found against Vigil.

Both men were members of the same society and at a meeting held on the night of June 15th, 1904, had some trouble. The two men the following day near the Santa Fe shops and after meeting soon became involved in a fight. Vigil was mounted and had a heavy quilt, which he used on Dimas with telling effect. Vigil is a much larger man than his adversary.

W. B. Childers and W. C. Heacock are defending Vigil and District Attorney P. W. Clancy is conducting the territory's side of the case.

REPUBLICAN COMMITTEE OF SANTA CRUZ COUNTY FAVORS JOINTURE

At a called meeting of the republican executive committee of Santa Cruz county, Arizona Territory, the following resolutions were presented without a dissenting vote:

Whereas, There has been introduced, and is now pending in the congress of the United States a bill enabling the people of Arizona and New Mexico to frame and adopt a constitution, under which to become the state of Arizona, therefore, be it

Resolved, By the executive committee of the republican county central committee of Santa Cruz county, Arizona Territory, in a called meeting, held at Nogales, on this 12th day of December, A. D., 1905, that it does hereby announce its support and advocacy of the said proposed constitution for jointure of Arizona and New Mexico into one great state, and urges upon congress that the bill be passed, send the question to the people of Arizona for settlement in a constitutional election.

Resolved, That this republican executive committee of Santa Cruz county, Arizona Territory, views the proposed union of the two territories as dictated by the highest considerations of patriotism and wise state-manship, and as tending to the best interests of all concerned.

Resolved, That the chairman and secretary of the committee are instructed to give to the chairmen of the committees on territories in the house and senate at Washington, the action of this committee and to send to them enclosed copies of these resolutions.

RAY FERGUSON, Chairman.
R. D. GEORGE, Secretary.
Attest:
R. D. GEORGE, Secretary.
In accordance with the instruction conveyed in the foregoing resolutions telegrams were sent the same day:

Nogales, Ariz., Dec. 12, 1905.
To Chairman House Committee on Territories, Washington, D. C.: Without dissenting vote republican executive committee, Santa Cruz county, Arizona, have adopted resolutions advocating jointure of Arizona and New Mexico in one state.
RAY FERGUSON, Chairman.
R. D. GEORGE, Secretary.
Contract for New Marron Block.
The contract for the new Marron block, to be built on Railroad avenue by O. N. Marron, was awarded yesterday by Architect J. L. La Driere to Wallace Henselien. The Standard Plumbing company was awarded the plumbing and heating contract. The building is to be a substantial two-story structure of brick and stone, with basement and steam heat, and will be thoroughly modern.

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